

# TORPEDO SINKS HUGE HOSPITAL SHIP BRITANNIC

White Star Liner,  
47,500 Tons, Lost  
with 50 Lives

## 1,100 SAVED AFTER U-BOAT ATTACK

### Britain Enraged at Firing on Red Cross Boat; No Wounded Aboard

By ARTHUR S. DRAPER  
(By Cable to The Tribune.)

London, Nov. 22.—Germany achieved one of her greatest naval successes in the war yesterday when one of her submarines torpedoed the White Star liner Britannic, of 47,500 tons, the third largest ship ever built.

On board the vessel which was sunk at 8 o'clock in the morning off the island of Keos, in the Aegean Sea, were 1,150 persons. Fifty lives were lost and more than a score of persons were injured, according to the meagre reports at hand.

Serving as Hospital Ship  
The Britannic was serving as a hospital ship, plying between England and Salonica. As the vessel was approaching Salonica when she was torpedoed, there were no wounded soldiers on board.

Although the Admiralty is careful to state that the ship was sunk "either by a mine or torpedo," officials of the White Star Line declare emphatically that only a torpedo could have pierced the steel hull of the Britannic.

Intense feeling has been aroused here at the contravention of all laws of war and humanity shown in the torpedoing of the big hospital ship. The British people are particularly hard hit by the disaster because the Britannic was built to replace its ill-fated sister ship, the Titanic, as a direct challenge to the supremacy of the great German liners, the Vaterland and the Imperator.

Never Saw New York  
It is a sad coincidence that the two greatest liners Britain built for transatlantic traffic both failed to see New York. The Titanic went down on her maiden voyage to America, and the Britannic was requisitioned as a hospital ship before she had undertaken her first transatlantic trip.

Two red crosses, painted on either side of her hull, and a large red cross suspended between her funnels, illuminated at night by red and white electric lights, proclaimed the Britannic's identity to all passing vessels.

New Phase of Frigidity  
Many high officials here show not the least surprise at this phase of German frugidity. They had expected that the Germans would make some such attempt in the hope of accelerating the peace movement. But any such German expectation displays a woful ignorance of the British attitude in this war.

That the loss of life was as small as reported was due in part to coolheaded seamanship and in part to the complete equipment of life-saving apparatus on the Britannic. The ship carried eighty-five lifeboats and specially constructed davits permitted three boats to be lowered simultaneously.

Sank in 55 Minutes  
"The Britannic was torpedoed at 8 o'clock in the morning and sank near shore fifty-five minutes later. She was going to Salonica, but had no wounded on board."

"Her complement included 121 nurses and 390 officers and men of the army medical corps. Twenty-five of the injured from the steamer are now in the Russian hospital, while others are aboard Allied warships."

"The islanders of Zea saw the vessel sinking and the victims struggling on the waves, and promptly responded to the appeals for help, and an Anglo-French squadron from Piræus, composed of destroyers and auxiliaries, immediately went to the scene."

"The injuries of some of those on board are very severe, especially the occupants of two boats which were caught by the propellers of the steamer. The women of Zea tore up their clothing to bandage the injured. The Britannic had 3,000 beds, which had been prepared for the reception of sick and wounded an hour prior to the torpedoing."

Liner Cost \$8,000,000  
The Britannic was launched at Belfast in February, 1914. She remained incomplete until the outbreak of the war. In the fall of 1914 she was finished, at a total cost of \$8,000,000. The high cost was partly due to the fact that after the Titanic disaster the original design was altered and the Britannic was fitted with a double hull, the inner shell being three feet from the outer and extending over five-sixths of the vessel's bottom.

As soon as the Britannic was completed she was put into the Admiralty service as a hospital ship. She made

# C. W. Morse to Build Ships As Ford Builds His Autos

Expects to Turn Out Twenty 10,000-Ton Boats a Year  
on Assembling Plan—Will Save Money by  
Construction on Same Design

C. W. Morse, head of the United States Steamship Company, announced yesterday plans by which his company hopes to become to the shipbuilding industry what Henry Ford and his factories are to the automobile business.

Mr. Morse is going to build ocean-going liners. That is, he will operate a \$10,000,000 shipbuilding plant near New London, Conn., along the same methods that have made Ford's automobile factories so successful.

Ships to Sell at Low Price  
With regard to size, however, the vessels his company will produce will be far from flimsy. They will be 8,000 to 10,000 ton steel steamers. But by quantity production and by building vessels identical in type Mr. Morse and his associates expect to reduce the cost of production to such an extent that they can sell their ships for remarkably low prices.

Details of these plans of the United States Steamship Company were made public yesterday, when it became known that the company had purchased a thirty-acre tract of land near New London, Conn., on the east bank of the Thames River, which will be the site of the new plant. The tract has been known as the H. E. Rowe property, and is six miles from the shipbuilding yard already operated by the Morse interests at Noank, Conn. Mr. Morse said he did not divulge the purchase price, but said the plant to be erected would cost at least \$10,000,000.

Work to Start in Spring  
It is expected to start construction about the first of the year and to begin producing ships in the spring.

Following Ford's plan of producing automobiles, the shipbuilding plant will be an assembling factory. Most of the various parts of the vessels, including the steel plates, will be received in finished form and put together at the New London yards. In this way the company expects to be able to turn out twenty vessels a year. By making vessels identical in type a great saving will be made on the cost of designing.

The United States Steamship Company will ultimately operate about 100 of the vessels produced at the new plant, Mr. Morse said. The property acquired for the site has 2,200 feet of water front.

Confirmation of a report that the British government had obtained the relinquishment of a \$60,000,000 munitions contract by the Midvale Steel and Ordnance Company was taken in many quarters yesterday to indicate that the days of some of Wall Street's most thriving war babies are numbered.

That the Allies have worked into a position where they are almost independent of the United States became a matter of common knowledge three weeks ago, when H. P. Davison, of J. P. Morgan & Co., returned from Europe. Mr. Davison brought with him the news of what England, France and Russia have been accomplishing behind the lines, and also a warning.

Warning to Americans  
Unless American manufacturers of munitions decided to relax their terms, he predicted, the Allies would probably withdraw a great share of their war trade.

"Great Britain and France," said Mr. Davison, "have developed their manufacturing resources in a way that surpasses belief. To-day they find themselves well equipped and able to provide not only for themselves but in a large degree to assist their allies."

It may be that the busy munitions makers of the United States did not see fit to line their exactions with the warning; or possibly the Allies even then had resolved to turn their munitions millions into their own new industries. At any rate, it is made known by persons in close touch with the commissioners handling the British contracts in this country that efforts are being made both by England and France to "bring about a general cancellation of contracts for arms and ammunition now standing."

The purchases of shell steel, regardless of any plan the Allies may have, will increase, of necessity, as the demand for finished goods decreases. It was reported yesterday that the United States Steel Corporation had taken orders for 1,500,000 tons at about \$30 a ton for the first quarter of 1915. The price ranges between \$60 and \$70 through the last half of 1917.

Orders Held in Abeyance  
So far have the negotiations progressed that French orders are being held in abeyance in several American factories. It is recalled in the Street, too, that only a short time ago the Anglo-Russian commission bought a controlling interest in the stock of the Eddystone Ammunition Company, which had been organized by a group of New York bankers to execute Allied orders.

In both these contracts the Baldwin Locomotive Works had a royalty interest. The royalties are waived with the relinquishment of the Midvale contract, it is understood, and the Baldwin concern in compensation is relieved of certain operating expenses for which it was responsible.

The Midvale Steel and Ordnance Company was not altogether unwilling to let the contract go by the board, for it is said the profits had not proved so great as expected. The order on which the British government obtained the release covered 2,000,000 rifles, and had been distributed by the Midvale company among various plants of the Remington Arms-Union Metallic Cartridge Company and the Winchester Repeating Arms Company.

It is understood the Midvale company will be reimbursed to the extent of \$10,000,000 for outlays thus far made on the rifle contract, but whether it is to be a further reimbursement covering the \$20,000,000 spent in acquisition of the Remington Arms Company is not known. The company, however, is to get a specific per cent profit on all rifles above a million which may be manufactured at the Remington plant at Eddystone under control of the British commission.

Big Expenditure Made  
Despite all their swollen profits, the American munitions makers have not been travelling entirely along a primrose path. Many of them found the necessary outlay for machinery and plant. Last January the Canadian Car and Foundry Company, with contracts for \$83,000,000 worth of shell and shrapnel, found itself unable to proceed. The company's stock went tumbling, and it was only after the Russian Purchasing Commission had made an advance of \$10,000,000 that it was possible to continue work.

In the last few months shipments of rifles for the French government have practically ceased, while French agents have been busy arranging cancellations. At the same time the situation between contractors and sub-contractors has been tense. Several munitions repeating arms companies at New Haven, Conn., and those of the Rem-

ington Arms Co. at Eddystone, Pa., have been busy arranging cancellations. At the same time the situation between contractors and sub-contractors has been tense. Several munitions repeating arms companies at New Haven, Conn., and those of the Rem-

# ALLIES BEGIN CANCELLING WAR ORDERS

Midvale Steel Gives  
Up \$60,000,000 Arms  
Contract

## EFFORT TO KEEP TRADE AT HOME

Munition Makers Here Get  
Warning from  
Davison

Confirmation of a report that the British government had obtained the relinquishment of a \$60,000,000 munitions contract by the Midvale Steel and Ordnance Company was taken in many quarters yesterday to indicate that the days of some of Wall Street's most thriving war babies are numbered.

That the Allies have worked into a position where they are almost independent of the United States became a matter of common knowledge three weeks ago, when H. P. Davison, of J. P. Morgan & Co., returned from Europe. Mr. Davison brought with him the news of what England, France and Russia have been accomplishing behind the lines, and also a warning.

Warning to Americans  
Unless American manufacturers of munitions decided to relax their terms, he predicted, the Allies would probably withdraw a great share of their war trade.

"Great Britain and France," said Mr. Davison, "have developed their manufacturing resources in a way that surpasses belief. To-day they find themselves well equipped and able to provide not only for themselves but in a large degree to assist their allies."

It may be that the busy munitions makers of the United States did not see fit to line their exactions with the warning; or possibly the Allies even then had resolved to turn their munitions millions into their own new industries. At any rate, it is made known by persons in close touch with the commissioners handling the British contracts in this country that efforts are being made both by England and France to "bring about a general cancellation of contracts for arms and ammunition now standing."

The purchases of shell steel, regardless of any plan the Allies may have, will increase, of necessity, as the demand for finished goods decreases. It was reported yesterday that the United States Steel Corporation had taken orders for 1,500,000 tons at about \$30 a ton for the first quarter of 1915. The price ranges between \$60 and \$70 through the last half of 1917.

Orders Held in Abeyance  
So far have the negotiations progressed that French orders are being held in abeyance in several American factories. It is recalled in the Street, too, that only a short time ago the Anglo-Russian commission bought a controlling interest in the stock of the Eddystone Ammunition Company, which had been organized by a group of New York bankers to execute Allied orders.

In both these contracts the Baldwin Locomotive Works had a royalty interest. The royalties are waived with the relinquishment of the Midvale contract, it is understood, and the Baldwin concern in compensation is relieved of certain operating expenses for which it was responsible.

The Midvale Steel and Ordnance Company was not altogether unwilling to let the contract go by the board, for it is said the profits had not proved so great as expected. The order on which the British government obtained the release covered 2,000,000 rifles, and had been distributed by the Midvale company among various plants of the Remington Arms-Union Metallic Cartridge Company and the Winchester Repeating Arms Company.

It is understood the Midvale company will be reimbursed to the extent of \$10,000,000 for outlays thus far made on the rifle contract, but whether it is to be a further reimbursement covering the \$20,000,000 spent in acquisition of the Remington Arms Company is not known. The company, however, is to get a specific per cent profit on all rifles above a million which may be manufactured at the Remington plant at Eddystone under control of the British commission.

Big Expenditure Made  
Despite all their swollen profits, the American munitions makers have not been travelling entirely along a primrose path. Many of them found the necessary outlay for machinery and plant. Last January the Canadian Car and Foundry Company, with contracts for \$83,000,000 worth of shell and shrapnel, found itself unable to proceed. The company's stock went tumbling, and it was only after the Russian Purchasing Commission had made an advance of \$10,000,000 that it was possible to continue work.

In the last few months shipments of rifles for the French government have practically ceased, while French agents have been busy arranging cancellations. At the same time the situation between contractors and sub-contractors has been tense. Several munitions repeating arms companies at New Haven, Conn., and those of the Rem-

ington Arms Co. at Eddystone, Pa., have been busy arranging cancellations. At the same time the situation between contractors and sub-contractors has been tense. Several munitions repeating arms companies at New Haven, Conn., and those of the Rem-

ington Arms Co. at Eddystone, Pa., have been busy arranging cancellations. At the same time the situation between contractors and sub-contractors has been tense. Several munitions repeating arms companies at New Haven, Conn., and those of the Rem-

# DAY'S DEVELOPMENTS IN FOOD PRICE WAR

Yesterday's developments  
in the campaign against  
high prices were:

The five-cent loaf of bread was advanced to six cents throughout the city.

A coal yard for the poor, to be opened and operated by the city on the East Side, is proposed to defeat price manipulators.

District Attorney Swann announced that he would subpoena books of coal dealers and obtain all facts concerning present high prices.

Mayor Mitchell announced that a new market bill was being drawn to permit the producer to deal directly with the consumer.

Representative Fitzgerald announced that he would introduce a bill in Congress providing for an embargo on foodstuffs.

# JACK LONDON DIES; ILL ONLY ONE DAY

Author Is Found Unconscious  
on His California  
Ranch

Santa Rosa, Cal., Nov. 22.—Jack London, author, died at his Glen Ellen ranch, near here, at 7:45 o'clock to-night, a victim of uremic poisoning. London was taken ill last night and was found unconscious early to-day by a servant who went to his room to awaken him.

His sister, Mrs. Eliza Shepard, summoned physicians from this city. It was at first believed that the author was a victim of ptomaine poisoning, but later it developed that he was suffering from a severe form of uremia. Dr. J. Wilson Shields, a close friend of the writer, was summoned from San Francisco.

From the time London was found this morning he did not regain consciousness. About midday he seemed to rally, but later suffered a relapse and sank rapidly until the end came. Besides his sister, Mrs. Shepard, London is survived by a daughter, who is a student at the University of California; his mother, who lives in Oakland, Cal., and his widow, Charmion London. Mrs. London was with her husband when death came.

London would have been forty-one years old on January 12. Mr. and Mrs. London recently returned from a sojourn of several months in the Hawaiian Islands, and have been living on their Glen Ellen ranch, one of the most elaborately equipped in Northern California.

Jack London, romance writer of the Wild, was born in San Francisco on January 12, 1876, the son of John and Flora Wellman London. His father might have been a character from one of Jack's own tales; a wandering trapper and frontiersman, of English, Welsh, Dutch, Swiss, French and German ancestry.

His mother was descended from Father Jones, a famous circuit riding preacher of early Ohio days. So Jack came honestly by his adventurous disposition, which he cultivated in boyhood on California ranches. Also, when his parents moved to Oakland, he took to reading "Cook's Voyages," "Du Chailu's Travels" and other works of that stamp.

He entered the University of California.

# SEA-GOING BEAR LASSOED AFTER ROWBOAT CHASE

John D. Crimmins's Escaped Pet  
Towed Ashore After Few  
Days' Vacation

A bear, which for several days has roamed around Port Chester, was captured yesterday on Eimers Island, off Byram Shore, in Long Island Sound. He escaped from the estate of John D. Crimmins, of Noroton, Conn., and last week weighed a 100-pound pig.

The bear was seen on the estate of the late Seymour J. Hyde, in Field Point Park, Greenwich, yesterday morning, and the Greenwich police were notified. Sergeant Patrick Flannigan led the search, but without success. Shortly after 8 o'clock, carpenters employed on the estate of W. T. Graham spied Bruin near the water front. They yelled caused him to take to the water and Edward Nelson, of Port Chester, and Anthony Thompson, of Greenwich, chased him in a rowboat.

As he approached the breakwater near Eimers Island Thompson, who had improvised a lasso from a piece of rope, threw it over the bear's head. The bear pushed off the rope with his front paws and ran up on shore, but on a second cast the rope lodged securely around his neck.

The captive was pulled into the water and towed ashore, where he was placed in a crate and returned to the Crimmins estate.

PINEHURST HOTELS and GOLF LINKS  
New Open. Inquire Seaboard Air Line, 1124 N. W. 4th.

# COLD STORAGE PLANTS FILLED AS PRICES RISE

Visits Disclose Biggest  
Supplies of Food  
They Ever Held

## BREAD ADVANCES ONE CENT A LOAF

Mayor and City's Heads  
Discuss Measure to Low-  
er Cost of Living

Disappearance of the five-cent loaf of bread from the New York market, with the substitution of six and twelve cent loaves, was accompanied yesterday by a redoubling of efforts of the city's officials to curb the activities of food speculators, who are held responsible for the prevailing high prices.

Criminal proceedings, opening of public markets and coal yards, special legislation for both state and nation and investigations that may lead to wholesale prosecutions were among the developments—proposed or actually carried out—that are expected soon to make price conspiracy not only dangerous but impossible.

Incidentally, a careful survey of the cold storage plants in New York City and Jersey City by experts assigned to the task from the office of the Bureau of Weights and Measures disclosed the largest supplies of fresh foodstuffs ever placed in these houses in their history. Butter, cheese, chickens, apples, and even eggs, which were said to have reached the disappearing point, were found in unheard of quantities.

Some Refuse Foodstuffs  
These abnormal stocks have made it necessary, according to one official, for some of the big cold storage warehouses to refuse foodstuffs offered them for temporary storage. Tons of food that would cause the bottom to drop out of the present high prices are being field, it was shown, for still higher prices.

Joseph Hartigan, Commissioner of the Mayor's Bureau of Weights and Measures, explained that these supplies were not being held exclusively for speculative purposes, but in some instances had been stored under contracts preparatory to shipment abroad. In most cases, however, it was accepted as evidence that the unprecedented prices being charged for the city's food supplies were the result of manipulation, and not of the small shipments from producers that have been described by wholesalers and commission men as the real basis of the food famine.

That the bakers of the city had decided against further efforts to sell bread for 5 cents a loaf with wheat at \$2 was learned during the day, when inspectors visited shops to learn whether stamps marking the weight of loaves were being used, as is required by city ordinance.

Others to Change To-day  
They reported that most of the city's bakers had changed to the 6 and 12 cent loaves yesterday and that the others, almost without exception, would follow their example to-day.

There was no evidence of collusion among the bakers, they said—simply a general agreement that the cost of everything entering into a loaf of bread made it impossible to continue selling it at old prices while paying new ones for materials.

Recently the size of 8-cent loaves was cut down. Meanwhile John J. Dillon, State Market Commissioner, completed his plan for opening cooperative stores in the city to make it possible for the farmer to trade directly with the grocer, delicatessen owner or even the consumer. Commissioner Dillon hopes to open a store on the East Side, near 110th Street, Monday.

"This plan should go a long way toward cutting down the prices of foods in the city," he said. "It is as near as we can come to solving it until money is appropriated by the state or enabling legislation passed for opening a great terminal market."

The saving to the consumers through such a market would be tremendous, so great that the figures make one's brain reel. The terminal market might pay for itself in a month, certainly in six months. This is a new project. It has been under consideration for a long time, but it must be remembered that there are strong influences operating to prevent the cutting down of food prices.

Dillon Fears Big Interests  
"Whenever anybody suggests that anything be done there is strong pressure from the moneyed interests that

Continued on page 4, column 4

# EMPEROR'S BROTHERS FIGHT FOR BELGIANS

Paris, Nov. 22.—The Princes Xavier and Sixte of Austria, brothers of the new Austrian Emperor, are serving with the Belgian army. President Poincaré recently decorated both with the War Cross. The Empress was the Princess Zita of Parma and was brought up in Italy.

# HITCHCOCK FAMILY SAVES HORSES IN FIRE

Hunters Led Out Blindfolded  
from Blazing Stable

The stable where Thomas Hitchcock, of Hempstead, Long Island, keeps his string of hunters and polo ponies was burned to the ground last night. Mr. and Mrs. Hitchcock, their daughter Helen, and the guests whom they were entertaining at dinner swarmed from the house when the flames were discovered, and saved the sixteen horses by covering their heads with blankets and leading them through the smoke. Nothing else was saved.

# LOST GIRL FOUND IN HUT

Bayman Is Arrested After Missing  
Child of Thirteen Is Rescued

Centrepont, Long Island, Nov. 22.—Sheriff-elect Biggs's five-day search for Elizabeth Hoffman, the thirteen-year-old East Northport girl who was kidnapped on Saturday, ended to-night when the girl was found in the hut of Arden Conklin, thirty-seven, a bayman of this place.

# AVIATOR SPERRY FALLS INTO BAY; WOMAN WITH HIM

Duck Hunters Rescue Two in  
Great South Bay After  
Accident

Lawrence Sperry, aviator, accompanied by Mrs. Waldo Peirce, his pupil in the art of flying, dropped with his hydro-aeroplane into Great South Bay yesterday afternoon, and for half an hour clung to the wings of the craft, up to their necks in water, before they were rescued.

According to Mr. Sperry, who suffered little from his wetting, the pair had left the hangars at Amityville and were flying toward Babylon, when something went wrong with the engine of the flying boat. Sperry says that he was dropping into the bay to adjust it and was about to make a landing when the state of a fyke net off the mouth of Goose Creek ripped its way through the bottom of the boat and sent it to the bottom.

The cries of the couple attracted a party of duck hunters, who brought them to shore. Mrs. Peirce is in the South Side Hospital at Babylon, suffering from shock and exposure. The lower plagues of the machine and the body of the boat were shattered.

# BANDITS GET \$40,000; ROB EXPRESS WAGON

Two Hold Up Messenger in Chattanooga Yards

Chattanooga, Tenn., Nov. 22.—According to estimates, \$40,000 was stolen from a Southern Express Company transfer wagon in the Western & Atlantic Railroad yards here to-night. Two men held up the driver, Frederick Cornwell, who said they forced him to unlock a box containing the currency.

The robbery took place in the business district, less than a block from the local express office.

The money was in packages made up for shipment from various Chattanooga banks to several Southern cities.

# MUSIC CHARMS TO THEFT

Two Guests Are Accused of Stealing  
Hostess's Phonograph

Mrs. Julia Cox, of 36 Walworth Street, Brooklyn, has regained her phonograph and has deleted two names from her visiting list. When next she gives a party among those missing will be William Tighe and Edward Murphy, of 129 Clymer Street. Probably they wouldn't be able to come anyhow, for at present they are held at the Vernon Avenue police station on a charge of burglary.

Tighe and Murphy made their final appearance as Mrs. Cox's guests on Sunday night. They admired her new phonograph. The next day the machine disappeared while Mrs. Cox was shopping. The police found it at the lodgings of Tighe and Murphy.

# WOMAN SLAIN; GEMS STOLEN

Head Crushed by Hammer; Husband  
Finds Her Dead in Home

Mrs. Rose Zarkin, of 123 East 101st Street, lay on her kitchen floor last night when her husband, Morris, came home. She had been dead for more than an hour. By her side was the blood smeared handle of a hammer; a little further off lay the head of the hammer.

The woman had been struck several times on the head. Her shirtwaist and skirt were torn and the chamolai bag which she wore about her neck, and which contained four diamond rings, a diamond pin and \$50 in cash, had been taken.

Detectives of the Third Branch Bureau are looking for Alexander Goldstein, a tailor, out of work, who had been living on the charity of the couple. He has not been seen since early in the afternoon, when he was doing odd jobs about the house for Mrs. Zarkin.

Reichstag Meets Saturday  
London, Nov. 23.—A Reuter dispatch from Berlin says that an imperial decree has fixed November 25 for the convening of the Reichstag.

TIME TABLE CHANGES.  
On November 26 a General Change will be made in the Time Table of the Pennsylvania Railroad—Adv.

# HUGHES CALLS WILSON VICTOR IN TELEGRAM

Offers Congratulations  
on Hearing California  
Returns

## ENDS ALL TALK OF A CONTEST

Appears Happy and Re-  
lieved That Long Sus-  
pense Is Over

Lakewood, N. J., Nov. 22.—Charles Evans Hughes has conceded the reelection of Woodrow Wilson.

Following a report received from California by William R. Wilcox, the Republican candidate has acknowledged his defeat and sent early this evening a telegram to the President, congratulating him. This follows:

The President, White House, Washington, D. C.  
Because of the closeness of the vote I have awaited the official count in California, and now that it has been virtually completed permit me to extend to you my congratulations upon your reelection. I desire also to express my best wishes for a most successful administration.

CHARLES E. HUGHES.  
Mr. Hughes's action brings to an end all controversy over the election and stills the rumors which have hitherto been circulated concerning further contests and recounts.

Assured Result Is Sure  
The telegram was written early in the day, but it was not sent until this evening. Early this morning Chairman Wilcox left Lakewood and went to New York. He had discussed the recount in California with Mr. Hughes last night, and he carried to national headquarters here the latter's decision to concede the election.

On arriving in the city Mr. Wilcox telephoned to the coast and was assured by Republican leaders there that although not all the returns were yet in, the fight was over in California and Wilson was the victor.

The chairman of the national committee then called up Lakewood and informed Mr. Hughes of the word from the Pacific seaboard. The defeated candidate immediately set about completing the telegram.

Message Sent in Evening  
Shortly before 5 o'clock Mr. Wilcox came back to Lakewood and went at once to Mr. Hughes's suite in the Laurel-in-the-Pines Hotel. There the California situation was discussed again in detail, and at the conclusion of the conference the telegram was placed in the hands of Mr. Hughes's secretary, Lawrence Green, with instructions to send it at once.

The former Supreme Court justice would make no comment on his action. He dined with his wife, and Mr. and Mrs. Wilcox, and appeared more light-hearted than since the beginning of the campaign.

To those who have watched him in the lobby and about the grounds of the hotel for the last few days it seemed to be another man who sat at the table with his three companions.

After dinner he strolled through the corridor of the hotel, talking and laughing with acquaintances, like a boy suddenly released from school. Although he will not talk of politics himself, he has let it be known, through his secretary, that during his days of waiting here he has written numerous letters and telegrams, which, now that defeat is certain, will be sent to his political allies throughout the country.

Rumor He Will Join Law Firm  
There is a rumor here that after a short rest the defeated candidate will return to New York City, where he will announce his alliance with a law firm. For the present, however, he will say nothing of the future. He declined to say whether or not he contemplated a retirement from politics.

Apparently, all that is occupying Mr. Hughes's mind at present is his best he can enjoy his vacation here lies before him. Since his arrival here he has been employed by organizations all over the country to speak at their dinners and other functions. This he will not do until the time which he has set for absolute rest is at an end.

He and Mrs. Hughes plan to remain at Lakewood for at least two weeks longer. Preparations have been made for him to conduct all of his personal correspondence from his suite in the hotel. Members of the cottage colony at Lakewood now hope that the invitations which he has so consistently declined since his arrival here, will be received in a more cordial spirit.

# Threatens to Hold Up California's Electors

Sacramento, Cal., Nov. 22.—Secretary of State Frank C. Jordan predicted that, unless certain mistakes and omissions discovered in returns of the election from Yuba and Orange counties are corrected, he will withhold the certifi-